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Draft Supplemental Environmental Impact Report

101 Second Street Office Project 85.41.E

State Clearinghouse No. 86102116

Publication Date: November 11, 1988

Public Hearing Date: December 15, 1988

Public Comment Period: November 11, 1988 through December 15, 1988

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Written comments should be sent to the Environmental Review Officer,
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**CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING**

**DRAFT SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT**

**101 SECOND STREET OFFICE PROJECT
85.414E**

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101 Second Street office
project : draft
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TO: Distribution List for the 101 Second Street Office Project SEIR

FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Supplemental Environmental Impact Report for 101 Second Street Office Project

This is the draft of the Supplemental Environmental Impact Report (SEIR) for the 101 Second Street Office Project. A public hearing will be held on the adequacy and accuracy of this document on December 15, 1988. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft SEIR and our responses to those comments. It may also specify changes to this Draft SEIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft SEIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final SEIR if deemed adequate.

After certification, we will modify the Draft SEIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Supplemental Environmental Impact Report. The Final SEIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft SEIR, you will technically have a copy of the Final SEIR.

We are aware that many people who receive the Draft SEIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the SEIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final SEIR to private individuals only if they request them.

If you want a copy of the Final SEIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final SEIR. Any private party not requesting a Final SEIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final SEIR. Copies will also be available at the Department of City Planning, 450 McAllister Street - 6th floor, San Francisco, California 94102.

Thank you for your interest in this project.

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

To: Department of City Planning, Office of Environmental Review

Re: 101 Second Street Office Project

(☐) Please send me a copy of the 101 Second Street Office Project Final SEIR.

Signed: _____

Print Your Name and Address Below:

(Name)

(House Number and Street)

(City, State and Zip Code)

If you are requesting an FSEIR, please tear this page out, show your address above, fold the mailer so that your return address and the Department of City Planning's address is exposed, seal, add postage and mail.)

(fold here)

Return address:

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Department of City Planning
450 McAllister Street - 6th Floor
San Francisco, California 94102

ATTN: Sally E. Maxwell

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FEIR reqst postcard

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I. INTRODUCTION

A Final EIR was prepared for the 101 Second Street project in 1987. That EIR included cumulative analyses based on the information in the Downtown Plan EIR. The Downtown Plan EIR, certified in 1984 (EE81.3), analyzed impacts of downtown space and employment growth under various development controls, in relation to city-wide and regional growth.

Since certification of the Downtown Plan EIR and the project EIR, new information has become available about cumulative impacts of downtown growth. This new information has been published in the Mission Bay Draft EIR and the South of Market Plan Draft EIR. The Mission Bay EIR covers the impacts of potential development in a 300-acre area just south of the greater downtown, from Townsend Street to 16th Street east of the I-280 freeway. The South of Market Plan EIR analyzes impacts of development under the proposed South of Market Plan development controls and alternatives in the area generally south of Mission Street to the Mission Bay planning area and east of US-101 to the Rincon Hill area east of Second Street.

The new information in these two area-wide EIRs includes revised estimates of employment growth for the Downtown & Vicinity, including Mission Bay, and for the rest of the City; revised analysis and conclusions of the overall cumulative transportation picture in the future, and new cumulative air quality information including revised emissions factors for analysis of transportation-related air quality impacts.¹

This Supplement to the 101 Second Street Project EIR provides the new cumulative data and information. It replaces summaries of the Downtown Plan EIR cumulative impact information with a summary of the results from the Mission Bay and South of Market EIRs where those results are new and different from the Downtown Plan EIR. Because the

proposed project is in the Downtown planning area (the C-3 District), while the new information is from EIRs on adjacent planning areas, this project EIR cannot use tiering as defined in CEQA Sections 21093 and 21094 to include the new cumulative analysis results. Instead, incorporation by reference with a summary is used pursuant to CEQA Sections 21061 and 21100 (see also State CEQA Guidelines Subsection 15150). For topics where the Downtown Plan EIR remains current, the tiering process remains applicable when used.

New project-specific information is also included in this Supplement. For example, buildings under construction and proposed near the project site have changed since the project EIR was certified. Additional information has been added regarding the potential for finding prehistoric cultural remains on the site, and the description of Alternative Six, the project sponsor's preferred alternative, has been amended to reflect changes to the ground level open space which have been made since certification of the Final EIR.

¹As used in this EIR, the term "the Downtown & Vicinity" means the C-3 District and the areas around it: South of Market, Mission Bay, South Van Ness, Civic Center, and the Northeastern Waterfront. See Mission Bay EIR, Vol. II, pp. IV.4-5. This area is also occasionally called the Greater Downtown in this project EIR.

II. SUMMARY

A. PROJECT DESCRIPTION

The 101 Second Street Office Project, as proposed in the FEIR, would be a 32-story office and retail development located on Assessor's Block 3721, Lots 72, 73, 74 and 75. All existing structures would be demolished to construct the proposed project.

The building, as proposed in the FEIR, would contain a total of 463,253 gross square feet (gsf) of floor area with an floor area ratio (FAR) of 16.8:1. The building would be 457 feet high.

The project would include 91 on-site off-street parking spaces on two subterranean levels. The project would have four full sized off-street loading spaces and two van delivery spaces.

The project would incorporate about 215,213 gsf of transferred development rights (TDRs) from one (or more) sites in the C-3 District.

The project sponsor currently prefers an alternative to the proposed project which would be similar to the project, as proposed, but would be smaller due to the removal of the corner portion of the building with the provision of outdoor open space on the ground level. This alternative is presented and evaluated in Chapter VIII., Alternatives, of this report.

The project sponsor would request Project Authorization from the City Planning Commission pursuant to Sections 320 - 324 of the City Planning Code, whereby the project would be evaluated and compared to other proposed projects.

The project description in the Final EIR has not changed.

B. ENVIRONMENTAL EFFECTS

1. Land Use and Zoning

This document includes only a minor alteration to the land use setting to account for changes in the status of other projects under construction, approved and under review in the project vicinity.

Forecasts in the Mission Bay EIR show about 94,459,000 to 94,884,000 gsf of occupied office space in the Downtown & Vicinity in the year 2000. The range is based on different amounts of office space in Mission Bay, depending on the development program approved and built. This is an increase of about 25,000,000 – 26,000,000 gsf over the amount existing in 1985. The forecast accounts for demolition and new construction and for conversion of existing buildings from non-office to office uses in the future. It also accounts for absorption of several million square feet of office space vacant in 1985 and another several million approved or under construction as of 1985. About 75% of the office space would be in the C-3 District. The proposed project would contribute about one-half of one percent of the total future amount of office space in the Downtown & Vicinity.

2. Urban Design and Visual Quality

This document describes changes photomontages in Figures 16, 17, 18, 19 and 20 to account for changes in the status of other projects under construction, approved, under review or no longer under review in the project vicinity.

3. Historic, Architectural and Cultural Resources

The following is added after the third paragraph on page 5 of the FEIR:

"While earlier archival research produced no evidence to suggest that noteworthy prehistoric materials may exist under the site, recent discoveries of prehistoric shellmounds in subsurface locations at 49 Stevenson Street, about one block north of the project site, and at other South of Market locations suggest that other deeply buried prehistoric sites may exist in the project vicinity, even in places subject to previous grading."

4. Transportation

The following is added after the third paragraph on page 6 of the FEIR:

"The Mission Bay and South of Market Area (SOMA) EIRs address transportation impacts in 2000 and 2020. Both EIRs show that by 2000, congested highway conditions would result in a shift from autos to higher use of transit and ridesharing by travelers from the Downtown & Vicinity. The East Bay would be the most congested corridor, the Peninsula would be the least. By 2020, travel demand would exceed the capacity of regional transportation systems. To serve regional growth, expanded transit and freeway systems would be required."

"Regional travel was analyzed for each of the three major approaches to San Francisco; the North Bay via the Golden Gate Bridge; the East Bay via the San Francisco-Oakland Bay Bridge; and the Peninsula via the U.S. 101 and I-280 freeways. The analysis for 2000 is based on comparing the projected demand for transportation system capacities developed for 2000 as a base and identifies additional capacity above the 2000 level that would be needed to serve the travel demand of 2020. Growth in the entire Downtown & Vicinity and the rest of the region, rather than growth in South of Market or Mission Bay alone, would be the primary source of travelers trying to cross the Golden Gate and Bay Bridges, and to use the U.S. 101 and I-280 freeways at peak hours."

"To analyze cumulative impacts on MUNI, individual MUNI routes were grouped on the basis of the location of their alignments and stopes into the "Northeast," "Northwest," "Southwest," and "Southeast" areas of San Francisco, referred to as "screenlines." By 2000, ridership would generally be accommodated on the MUNI screenlines. Slight overcrowding would occur on the Northwest screenline during the p.m. peak hour, and on the Northeast screenline during the p.m. peak period. However, by 2020, all but the Southwest screenline would be operating beyond MUNI's load standard. Additional service required could include new light rail service to the Geary Boulevard corridor to the Northwest, and the Bayshore corridor in the Southeast area of the City."

5. Air Quality

The fourth paragraph on page 6 of the FEIR is replaced with the following:

"Project-related vehicular traffic would add to cumulative pollutant emissions. Project-related traffic would contribute to about one percent of total incremental emissions resulting from C-3 development potential in the Downtown Plan EIR. Emissions of particulates generated by the project and cumulative development would increase particulate concentrations, which would increase the frequency of particulate standards violations in San Francisco, with concomitant health effects and reduced visibility."

"Project emissions alone would not cause any standards to be violated, and local CO concentrations are predicted to be less in 2000 than in 1984, because the effects of emission controls on new vehicles would offset increases in traffic volumes and congestion."

6. Construction Noise

This document includes only a minor alteration to the description of construction noise impacts in the FEIR to account for changes in the status of other projects under construction, approved and under review in the project vicinity.

7. Seismicity

The Downtown & Vicinity, like other parts of San Francisco and the Bay Area, is subject to potentially large earthquakes from the San Andreas and Hayward faults. Employment growth, such as that expected in 101 Second Street, would result in large numbers of persons being exposed in the future to earthquake hazards if an event occurred during the day. Since new buildings are subject to more stringent building and structural standards than are older buildings, persons working (or residing) in buildings such as the proposed project would be relatively safer than those in some older buildings.

8. Employment and Housing

The following is added after the second paragraph on page 7 of the FEIR:

"Regardless of the type of development in Mission Bay and in South of Market, the importance of San Francisco employment as a factor affecting regional housing demand will decline over time because more housing will be added in the City relative to job growth, compared to the situation in the past. As housing and the labor force continue to grow more rapidly outside San Francisco, people working in San Francisco will represent the same or a small percentage of the employed people living elsewhere in the region. San Francisco workers will require about the same share of the region's housing in the future as they did in the early 1980's. San Francisco's effects on the regional housing market will vary in the future. City workers could become more important to the housing market in some close-in communities in western parts of the East Bay and east of the hills along BART corridors, in northern San Mateo County and parts of Marin."

"About half of the people working in the Downtown and Vicinity in San Francisco would live in the City in 2000 and 2020. The rest would live in communities throughout the rest of the region; about 30% in the East Bay, 13% in the Peninsula and in the South Bay and about 8% in the North Bay. Downtown and Vicinity workers living in the City would represent about 57% of the City's employed residents. People working downtown would represent a considerably smaller proportion (about 4-9%) of the employed residents of other Bay Area communities."

C. MITIGATION MEASURES

The Mitigation Measures chapter includes additions to the Transportation Measures Which Could Be Implemented by Public Agencies which account for new mitigation measures discussed in the Mission Bay Draft EIR.

D. ALTERNATIVES

The following replaces the last line on page 10 of the FEIR:

"This alternative would be similar to the proposed project, but smaller due to removal of the corner portion of the building, which was three stories in the proposed project.

"Total constructed area would be about 4.6% less than with the proposed project. The FAR of the alternative would be 16.0:1, compared to 16.8:1 with the proposed project.

"The inclusion of a three-story curtain wall, maintaining the streetwall height and cornice line along Second Street, would result in similar impacts on urban design as with the proposed project. Commercial area in this alternative would be 4.6% less than the proposed project, resulting in a proportional decrease in impacts associated with intensification of land uses. Transportation impacts associated with an increase on travel demand would be 19.5% less than with the proposed project, proportional to the decrease in overall travel demand associated with this alternative. As with the proposed project, this alternative would result in exceedances of the comfort criterion for pedestrian areas. There would be no exceedance of the hazard criterion with this alternative, the same as the proposed project. Architectural features protecting the ground level open space from wind impacts on seating areas would result in decreased impacts compared to the proposed project.

"This alternative is preferred by the project sponsor."

III. PROJECT DESCRIPTION

Markborough California Properties proposes to construct an office building with ground floor retail and upper level open space at the intersection of Mission and Second Streets in the South of Market area of San Francisco. The project site contains 27,560 square feet and consists of Assessor's Block 3721, Lots 72, 73, 74 and 75. The project site currently contains four buildings with office, retail and warehouse functions, together consisting of 91,563 gsf of office space and 20,560 of retail space. Of the total, 8,100 gsf of the office space and 3,200 gsf of the retail space is currently unoccupied. There are no parking spaces currently on-site. The building on Lot 72 is in the New Montgomery-Second Street Conservation District but is not rated as a significant or contributory building. All existing structures would be demolished to construct the proposed project.

The proposed project would be an office and retail development containing a total of 463,253 gsf of floor area as defined by the City Planning Code, including 454,918 gsf of office space (an increase of 363,355 gsf) and 7,350 gsf of retail and food serving space on the ground and mezzanine levels (a decrease of 13,000 gsf). The project would include about 7,890 gsf of open space in a fourth floor plaza fronting on Second and Mission Streets. The project would include 91 on-site off-street parking spaces on two subterranean levels. The proposed project would have a Floor Area Ratio of 16.8:1.

The proposed project would rise 32 stories above Mission Street to a maximum height of 457 feet. There would be 31 occupiable floors in the building rising to 434 feet. Above 434 feet would be a 23-foot mechanical penthouse and a 43-foot rooftop flag pole. The portion of the building in the New Montgomery-Second Street Conservation District would rise to 47 feet.

The project would have four full sized off-street freight loading spaces and two van delivery spaces. Pedestrian access would be from Mission and Second Streets.

The project would incorporate about 215,213 gsf of transferred development rights (TDR) from one (or more) sites in the C-3 Districts. The FAR over preservation and development lots would be 7.8:1. The project would require an exception from Section 148 of the Code requiring projects to be designed such that wind in the immediate vicinity does not exceed the comfort criterion for pedestrian or seating areas. The project would also request an exception from Section 132.1 requiring projects to have a minimum 15-foot setback from all interior property lines.

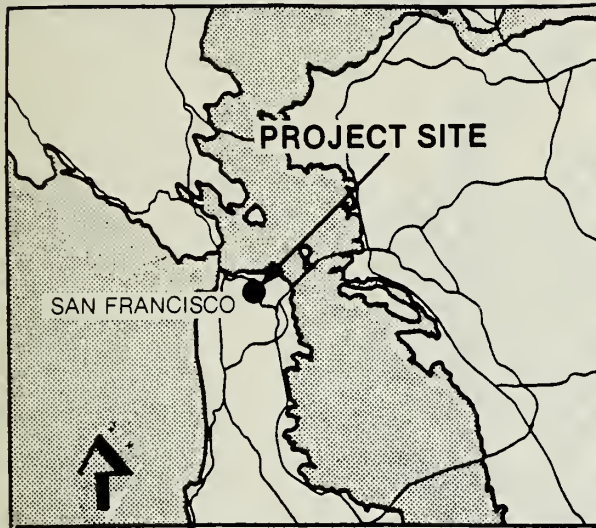
Under Section 309 of the City Planning Code the sponsor would request exception from (1) requirements of Section 148, to allow exceedances of the 11 mile per hour comfort criterion for pedestrian areas and the seven mile per hour comfort criterion for seating areas and (2) requirements of Section 132.1(c)2, to allow a separation of towers setback that would be two feet less than the required 15-foot setback. Under Section 309 the City Planning Commission would also evaluate artwork (Section 149) and open space (Section 138). The project sponsor would request Project Authorization from the City Planning Commission pursuant to Sections 320-324 of the City Planning Code, whereby the project would be evaluated and compared to other proposed projects.

The project sponsor anticipates completion of the final project design by mid-1989. Construction would commence once permits were issued. The project would take approximately 18 months to complete.

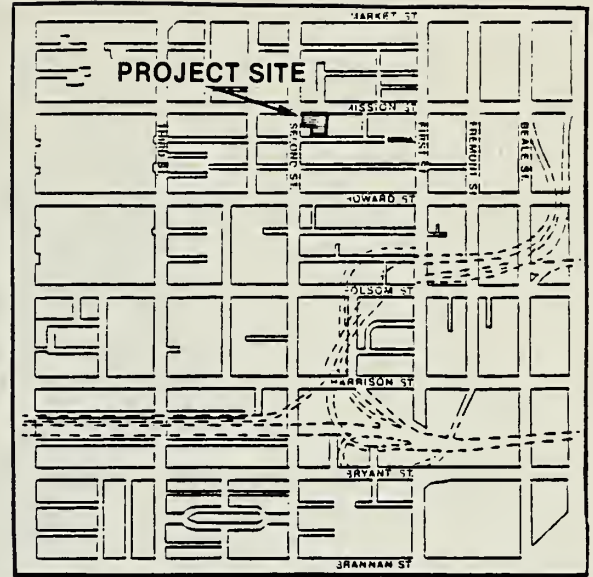
Occupancy would be expected to commence by early 1991, with final project occupancy completed sometime after late-1991. The project sponsor estimates construction costs of \$36,100,000.

SITE LOCATION MAP

FIGURE 1

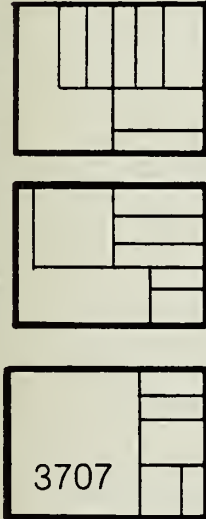


SCALE 1" = 12 MILES

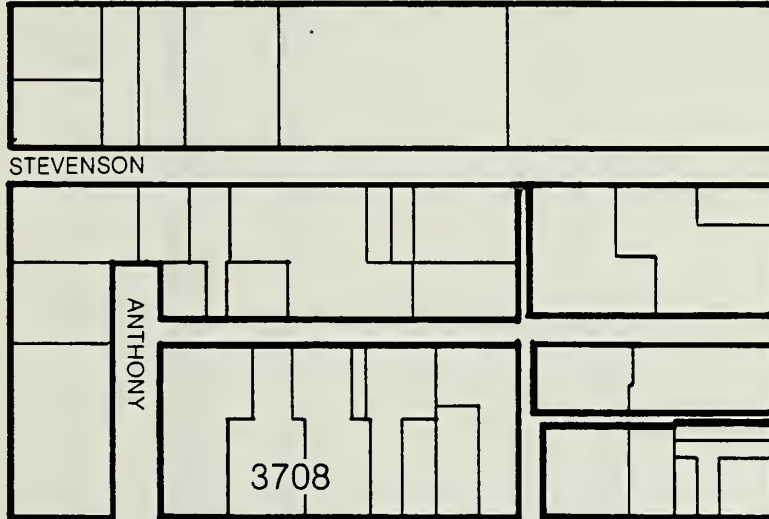


SCALE 1 1/4" = 1600'

NEW MONTGOMERY



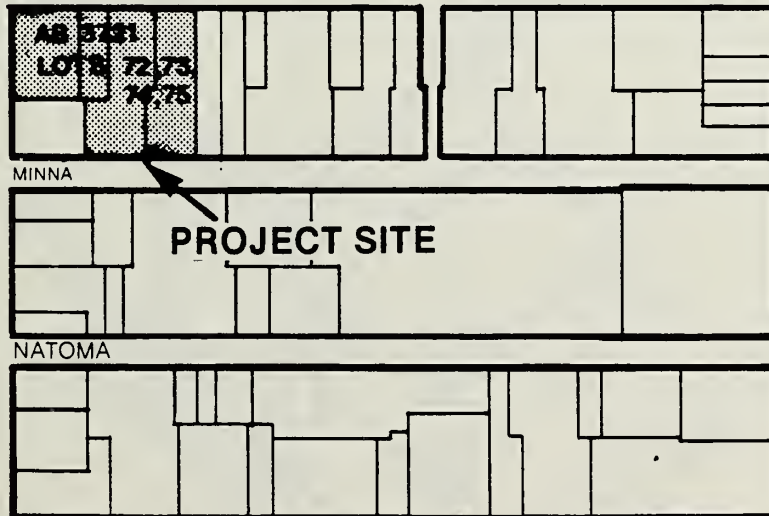
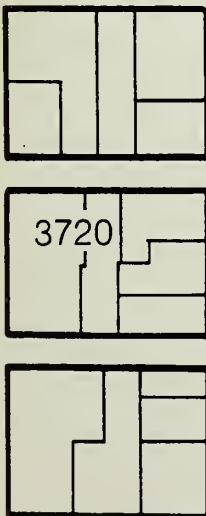
SECOND



FIRST



MISSION



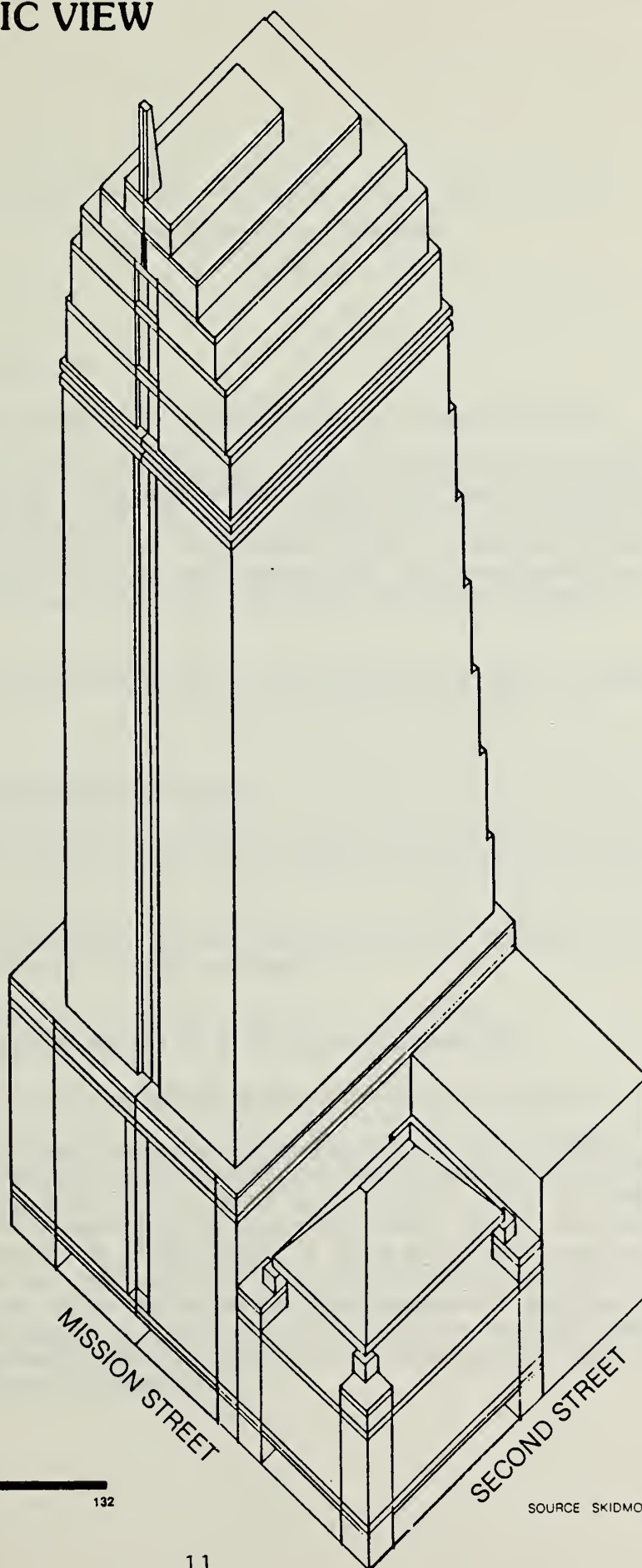
NATOMA

FEET 0 100 200 400

SOURCE EIP ASSOCIATES

SECOND AND MISSION PROJECT AXONOMETRIC VIEW

FIGURE 2



FEET 0 32 64 132

SOURCE SKIDMORE OWINGS AND MERRILL

85028

IV. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

The last full paragraph on page 25 of the FEIR is revised to read as follows:

"Located in the vicinity of the project site are the sites of six office buildings (including conversions) under construction or approved. These include 75 Hawthorne Street, 35 Hawthorne Street, 90 New Montgomery Street, 201 Second Street, 100 First Street, Rincon Square and 49 Stevenson Street. In addition, there are another two office developments which are proposed and are under formal review by the Department of City Planning: 524 Howard Street and 222 Second Street."

The text under "2. Downtown San Francisco and the Bay Area Region" on pages 25, 26 and 27 is deleted.

B. URBAN DESIGN AND VISUAL QUALITY

The fifth sentence of the third paragraph on page 34 of the FEIR is revised to read as follows:

"The 26-story 100 First Street building has recently been completed at the corner of First and Mission Streets on the project block."

C. HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCES

The following is added after the second paragraph on page 40 of the FEIR:

"The 49 Stevenson Street shellmound (discovered in May, 1986) was covered by a large sandhill at the beginning of the Gold Rush era; a massive amount of this sandhill was cut away in the late 1850's or early 1860's. Yet, in spite of these nineteenth century topographic alterations, an extensive, largely intact and culturally rich prehistoric shellmound was encountered at a depth of 19 feet below present street grade. In addition, two other prehistoric shellmounds have been discovered within the South of Market area since the Stevenson Street shellmound was first encountered. These discoveries suggest that deeply buried prehistoric sites may exist at other places within the South of Market region, even in locations that were subjected to extensive historic period grading.³"

The following footnote is added after Footnote No. 2 on page 40a of the FEIR:

³ Allen G. Pastron, Ph.D. President, Archeo-Tec, letter of October 18, 1988. This letter is on file and available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco."

D. AIR QUALITY

Page 47 of the FEIR, the first sentence of the first paragraph is revised to read as follows (revisions are underlined):

"The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network that measures the ambient concentrations of six air pollutants: ozone (O₃), carbon monoxide (CO), particulates (both fine particulate matter [PM-10] and total suspended particulates [TSP]), lead (P_b), nitrogen oxide (NO₂), and sulfur dioxide (SO₂)."

Page 47 of the FEIR, the third and fourth sentences of the first paragraph are revised to read as follows (revisions are underlined):

"A three-year summary of the data collected at the BAAQMD monitoring station nearest the project site (about two miles southeast at 900 23rd Street) is shown in Appendix D, page A-46, together with the corresponding federal and/or state ambient air quality standards. In 1987 there was one violation of the federal and State 8-hour average CO standard, and four violations of the State average 24-hour particulate matter 10 micron standard. In 1986, there were two violations of the federal and state eight-hour average CO standard and five violations of the previous state average 24-hour TSP standard. In 1985, there were two violations of the federal and state eight-hour average CO standard and five violations of the previous state average 24-hour TSP standard.¹"

The last sentence on page 47 and the first two sentences on page 48 are revised to read as follows (revisions are underlined):

"In December 1985, the City monitored CO and counted traffic at the Sixth and Brannan intersection. Data from the "hot spot" monitoring programs indicate that locations in San Francisco near streets with high traffic volumes and congested flows may experience violations of the eight-hour CO standard under adverse meteorological conditions."

Page 48, the last sentence of the first full paragraph is revised to read as follows (revisions are underlined):

"Three of the four prevailing winds, west, northwest, and west-northwest, blowing off the Pacific Ocean, reduce the potential for San Francisco to receive pollutants from elsewhere in the region."

Page 48, the second full paragraph is revised to read as follows (revisions are underlined):

"San Francisco's air quality problems, primarily CO and particulates, are due largely to pollutant emissions from within the City. CO is a non-reactive pollutant with one major source category, motor vehicles. Particulate levels are relatively low near the coast, increase with distance inland, and peak in dry, sheltered valleys. The primary source of particulates in San Francisco are demolition and construction activities, and motor vehicle travel over paved roads."

Page 49, footnote No. 1 is revised to read as follows (revisions are underlined):

"¹State standards for particulate matter changed in 1983 and federal standards changed in 1987 to concentrate on fine particulate matter which has been demonstrated to have health implications when inhaled (PM-10). The previous state and federal particulate standards were 100 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and 260 $\mu\text{g}/\text{m}^3$ of particulates, respectively. The present state and federal PM-10 standards are 50 $\mu\text{g}/\text{m}^3$ and 150 $\mu\text{g}/\text{m}^3$, respectively, of fine particulate matter. Although both the previous and present particulate standards are measured in $\mu\text{g}/\text{m}^3$, under the PM-10 standards only those particulates 10 microns or less in size are measured. The BAAQMD (Thomas Perardi) has stated that TSP includes about 50% to 60% of particulates of 10 microns or less; thus, the TSP standards are generally equivalent to the PM-10 standards. BAAQMD is presently monitoring PM-10 at seven Bay Area monitoring stations, including the 16th and Arkansas station in San Francisco."

FEIR Appendix D, San Francisco Air Pollutant Summary 1980-1984, FEIR pp. A-46, 47, is replaced with an updated table, San Francisco Air Pollutant Summary, 1985-1987, included in Appendix A of this document, pp. A.1-2.

V. ENVIRONMENTAL IMPACTS

A. LAND USE AND ZONING

The last paragraph on page 51 and the first paragraph on page 51a are deleted and replaced with the following:

"The Downtown Plan EIR included forecasts of amounts of space of various types that would be built in the C-3 District between 1984 and 2000. The Final EIR for 101 Second Street summarized this forecast for the relevant major C-3 District uses (primarily offices): Information from the Downtown Plan EIR included forecasts of amounts of space likely to be found in the C-3 District in the future and of the numbers of employees likely to be working in the C-3 District in the future. The forecasts of total space in the year 2000 were about 125,243,000 square feet in all uses including about 78,900,000 in office uses. Total employment in the C-3 District was forecast to be about 372,000 persons in 2000.

"The Mission Bay EIR and the South of Market EIR include revised forecasts of space by use for the C-3 District and for the South of Market area; the Mission Bay EIR also includes forecasts for the rest of the Downtown & Vicinity.

"These new forecasts account for the decline rather than growth in employment in the C-3 District and elsewhere in the Greater Downtown during the early 1980s, provide new forecasts of space expected over the timeframe, and account for specific buildings approved or under construction since the Downtown Plan EIR forecasts were prepared. The forecasts go beyond known and proposed building space, to forecast employment and space growth for a particular timeframe past that during which the known and proposed space would be built and absorbed. The forecasting method and background is described in the Downtown Plan EIR (pp. IV.B.1-8, IV.B.12-43, IV.B.54a-61, and Appendices G and H). The method was not changed in forecasts prepared for the South of Market and Mission Bay EIR analyses, but several changes were made in the analysis and results.

"Baseline data providing existing employment and space in the analysis area were updated to 1985, resulting in the changes in forecasts for future C-3 District employment and space. Specific forecasts were also prepared for areas outside the C-3 District, first for the South of Market area and then for Mission Bay and the rest of the Downtown & Vicinity. Finally, for Mission Bay purposes only, employment and space growth and residence patterns were forecast on a regional basis for the estimated Mission Bay buildout year of 2020. The forecasts of future office space and employment, and an explanation of the methods used, can be found in the South

of Market EIR, pp. 66-77 and Appendix B, and in the Mission Bay EIR Vol. I, p. II.31, Vol. II, pp. VI.B.13-23, VI.B.38-79, VI.B.106-112, and VI.B.119-123, and Vol. III, Appendix B (see especially Mission Bay EIR Appendix B, pp. XIV.B.24-30 for a comparison to the Downtown Plan EIR forecasts).

"In summary, the forecasts show about 94,459,000 to 94,884,000 gross sq. ft. of occupied office space in the Downtown & Vicinity in the year 2000. The range is based on different amounts of office space in Mission Bay, depending on the development program approved and built. This is an increase of about 25,000,000 – 26,000,000 gross sq. ft. over the amount existing in 1985. The forecast accounts for demolition and new construction and for conversion of existing buildings from non-office to office uses in the future. It also accounts for absorption of several million sq. ft. of office space vacant in 1985 and another several million approved or under construction as of 1985. A five percent vacancy rate is assumed in year 2000. A relatively small amount of the total space would be proposed and approved between 1986 and 1997 (to be built and absorbed by 2000). (See Mission Bay EIR, Vol. III, pp. XIV.B.37-41.) About 75% of the office space would be in the C-3 District. The proposed project would contribute about 0.5% of the total future amount of office space in the Downtown & Vicinity."

The following is added after the first partial sentence on page 52 of the FEIR:

"Traditionally, the South of Market area has been characterized by businesses such as retail, printing and other services. Some older buildings in the area, which typically house these uses, have been replaced by high-rise office buildings.

"Parts of the South of Market area, particularly northeast of the project block, have been developed with high-rises such as Fremont Center, Pacific Gateway, 100 Spear Street and 160 Spear Street. The project would be similar to development on blocks to the north and west, and to the nearby 100 First Street project currently under construction at the east end of the project block. It would be similar to other proposed high-rises in the vicinity such as 222 Second Street and 524 Howard Street. The project would differ from development south and immediately surrounding the project site. The project would represent the continuing expansion of the downtown financial district into the area surrounding the Transbay Terminal, into an area identified for such development in the Downtown Plan."

B. URBAN DESIGN AND VISUAL QUALITY

Figures 16, 17, 18, 19 and 20, pages 63 through 67 of the FEIR, identify projects which were under review at the time of FEIR certification but which have subsequently been withdrawn. As such, the cumulative effects of new construction depicted in Figures 16, 17, 18, 19 and 20 overstate the level of cumulative impacts anticipated at this time. More specifically, the following changes have taken place:

- o Figure 16: The Rincon Square project has been completed and the One Second Street and 299 Second Street projects have been withdrawn.

- o Figure 17: The One Second Street and 299 Second Street projects have been withdrawn.
- o Figure 18: The 100 First Street project has been completed and the 535 Mission Street project has been withdrawn.
- o Figure 19: The 100 First Street and Rincon Square projects have been completed and the One Second Street, 535 Mission Street and 299 Second Street projects have been withdrawn. Revised Figure 19 is included on p. 18 of this document.
- o Figure 20: The 100 First Street and Rincon Square projects have been completed and the One Second Street, 535 Mission Street and 299 Second Street projects have been withdrawn. Revised Figure 20 is included on p. 19 of this document.

C. CULTURAL RESOURCES

Page 73, the following is added after the third full paragraph:

"While earlier archival research produced no evidence to suggest that these materials would be noteworthy from a prehistoric perspective, recent discoveries of prehistoric shellmounds in subsurface locations at 49 Stevenson Street, about one block north of the project site, and at other South of Market locations suggest that other deeply buried prehistoric sites may exist in the project vicinity, even in places subject to previous grading.²"

Page 74, the following is added after Footnote No. 1:

²Allen G. Pastron, Ph.D., President, Archeo-Tech, letter of October 18, 1988. The letter is on file and available for public review of the Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco."

D. TRANSPORTATION

The following replaces the text on page 95 of the FEIR:

"CUMULATIVE CONTEXT

"Introduction

"The transportation sections of the Mission Bay and South of Market Plan EIRs address various transportation impacts in 2000 and 2020. The Mission Bay transportation impact analyses evaluate travel generated by Mission Bay in the context of growth in travel projected for the rest of the City and Bay Area. The South of Market analyses do the same for that area. It is growth in the City and region that would result in the greatest impact on most of the transportation systems studied.

PHOTOMONTAGE OF THE PROJECT LOOKING NORTH FROM POTRERO HILL

REVISED
FIGURE 19
SOURCE: ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



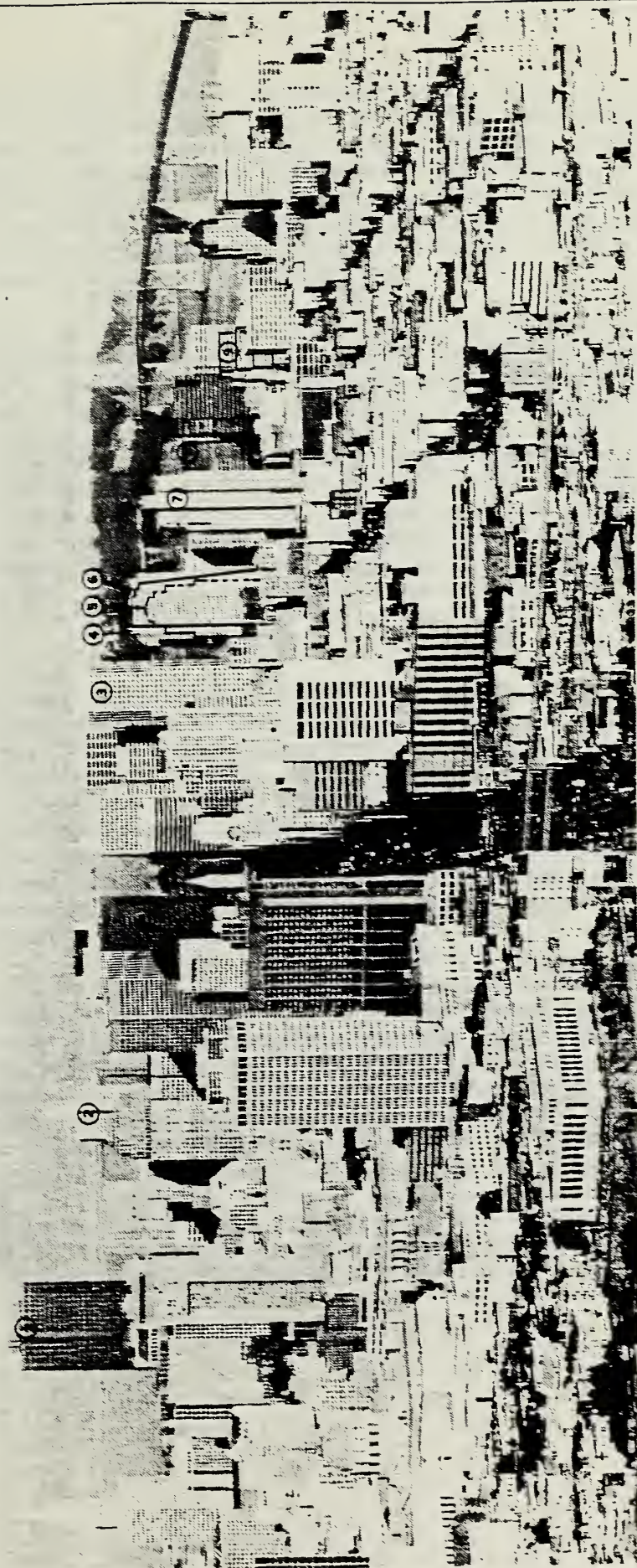
MAJOR STRUCTURES EXISTING, PROPOSED AND UNDER CONSTRUCTION

1	BANK OF AMERICA	4	101 SECOND STREET (proposed)	7	75 HAWTHORNE	10	524 HOWARD (proposed)
2	TRANSAMERICA	5	222 SECOND STREET (proposed)	8	100 FIRST STREET	11	EMBARCADERO 4
3	525 MARKET	6	101 CALIFORNIA	9	FREMONT CENTER	12	PACIFIC GATEWAY

PHOTOMONTAGE OF THE PROJECT LOOKING NORTH FROM TWIN PEAKS

REVISED
FIGURE 20

SOURCE: ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



MAJOR STRUCTURES EXISTING, PROPOSED AND UNDER CONSTRUCTION

- | | | |
|-------------------|--------------------------------|--------------------------------|
| 1 BANK OF AMERICA | 4 PACIFIC GATEWAY | 7 PACIFIC TELEPHONE |
| 2 345 CALIFORNIA | 5 100 FIRST STREET | 8 524 HOWARD (proposed) |
| 3 FREMONT CENTER | 6 101 SECOND STREET (proposed) | 9 222 SECOND STREET (proposed) |

"The two EIRs use slightly different analysis methodologies, but employ the same basic screenline approach to study regional transportation impacts of San Francisco employment growth. Results differ somewhat, based on the differences in methods. The differences are generally less than five to ten percent; this difference is well within the range of accuracy of forecasts to scenarios 15 years away. Therefore, the two sets of results are compatible. This summary of cumulative transportation effects will report largely from the Mission Bay EIR, with South of Market EIR results included where there is notable additional information.

"In summary, both EIRs show that by 2000, congested highway conditions would result in a shift from autos to higher use of transit and ridesharing by travelers from the Downtown & Vicinity. The East Bay would be the most congested corridor, the Peninsula would be the least. By 2020, travel demand would exceed the capacity of regional transportation systems. To serve regional growth, expanded transit and freeway systems would be required. The proposed project at 101 Second Street is to be completed, occupied and the space new to downtown San Francisco absorbed by 2000. Therefore, the impacts of the project and its construction to cumulative transportation impacts are analyzed largely in the 1985-2000 context. The information from the Mission Bay EIR for 2020 is presented for the reader's information and to provide a very long-term picture as it is presently reported.

"The Analysis Years

"The analysis includes studies of transportation conditions in the year 2000, and, in order to account for buildout of the Mission Bay planning area, in the year 2020 in that EIR. Analyses for the 1985-2000 timeframe can rely on reasonably confident estimates of regional transportation capacity improvements as defined by the regional agencies' highway and transit planners. There are no regional transportation plans or policies for 2020. Therefore, the Mission Bay EIR use a different approach for this longer-term analyses. Rather than reporting the impacts of future travel on existing or planned transportation systems, as is done for 2000, the estimates of 2020 travel conditions are used to identify the types of transportation improvements likely to be necessary to serve growth in travel between 2000 and 2020.

"For both forecast years, 2000 and 2020, the projections of travel assume that many commuters from the Downtown & Vicinity who would otherwise drive, would shift to increased use of transit and ridesharing in response to growing highway congestion and the availability of improved transit service. The history of commuting to the Downtown & Vicinity shows that substantial shifts in travel from autos to other modes of travel have occurred when transit and ridesharing systems were improved. In addition, in the future, highways and bridges leading to/from San Francisco are expected to be considerably more crowded, and transit capacity is expected to be increased between downtown San Francisco and other Bay Area locations, making transit an attractive alternative to crowded freeways. The travel forecasting procedures therefore assume that shifts from auto to ridesharing and transit would continue into the future. (Mission Bay EIR, Vol. II, p. VI.E.52; South of Market EIR, p. 109-112, C-39.)

"Regional Travel

"Regional travel was analyzed for each of the three major approaches to San Francisco: the North Bay via the Golden Gate Bridge; the East Bay via the San Francisco-Oakland Bay Bridge; and the Peninsula via the U.S. 101 and I-280 freeways. The analysis for 2000 is based on comparing the projected demand for transportation service with the capacities expected to be available. The analysis for 2020 uses the transportation system capacities developed for 2000 as a base and identifies additional capacity above the 2000 level that would be needed to serve the travel demands of 2020.

"The regional travel forecasts assume that where severe congestion is projected for the highway system and where parallel transit and ridesharing systems are available, travelers would choose to shift from their autos to fill the capacity available in transit and ridesharing systems. Those shifts are assumed to be made by travelers from the Downtown & Vicinity only, because they would have more transit and ridesharing options than travelers from other parts of the City or region. The shift to transit and ridesharing would be greatest for travel to the East Bay, somewhat less to the North Bay, and none would be necessary for travelers to the Peninsula by 2000.

"Growth in the entire Downtown & Vicinity and the rest of the region, rather than growth in South of Market or Mission Bay alone, would be the primary source of travelers trying to cross the Golden Gate and Bay Bridges, and to use the U.S. 101 and I-280 freeways at peak hours. (Mission Bay EIR, Vol. II, pp. VI.E.31-34, 50-52, 56-83, and 211-214; South of Market EIR, pp. C-47.)

"Downtown & Vicinity - MUNI

"To analyze cumulative impacts on MUNI, individual MUNI routes were grouped on the basis of the location of their alignments and stops into the "Northeast," "Northwest," "Southwest," and "Southeast" areas of San Francisco, referred to as "screenlines." By 2000, ridership would generally be accommodated on the MUNI screenlines. Slight overcrowding would occur on the Northwest screenline during the p.m. peak hour, and on the Northeast screenline during the p.m. peak period. However, by 2020, all but the Southwest screenline would be operating beyond MUNI's load standard. Additional service required could include new light rail service to the Geary Boulevard corridor to the Northwest, and to the Bayshore corridor in the Southeast area of the City. (Mission Bay EIR, Vol. II, pp. VI.E.31-36, 62-67, 79, 93-99, 103-104, 115-124, 217, and 231; South of Market EIR, pp. 100-102, 114-117, C-20 to C-21, and C-37.)

"North Bay Corridor

"The Golden Gate Bridge and its approaches operated with moderate congestion (driving speeds of about 35 to 45 mph) in peak hours in 1985. By 2000, heavy congestion on the bridge (a driving speed of about 30 mph) would last about two hours if additional transit capacity between downtown and the North Bay were provided and a substantial shift from autos to transit and ridesharing were made by travelers from the Downtown & Vicinity. If no shift from 1985 transit use levels were to occur, the period of heavy congestion on the Bridge would last for about four hours in 2000.

"Golden Gate Transit indicates that it would be able to increase its bus and ferry capacity between downtown and the North Bay by 2000 in response to the demand generated. Golden Gate Bus ridership would about double and ferry ridership would grow by about 60% from 1985 to 2000. Ridesharing is projected to increase by 7 to 15% between 1985 and 2000 in the North Bay.

"By the year 2020, heavy congestion on the Golden Gate Bridge could last four hours, assuming the levels of transit and ridesharing used in 2000, if there were no additional transportation improvements between 2000 and 2020. By that time, the need to consider major new transportation infrastructure and transit systems will have become apparent.

"That next phase of regional transportation planning could consider adding a second deck to the Golden Gate Bridge to provide transbay capacity for new bus and carpool lanes, or a light-rail line, either of which would extend between downtown San Francisco and Sonoma County. (Mission Bay EIR, Vol. II, pp. VI.E.31-34, 39, 41, 71-78, 80-82, 84-89, 94-100, 103-111, 114-125, 129-137, 214-215, and 225-226; South of Market EIR, pp. 98-100, 103-105, 112, 118, 119-124, and C-41 to C-42.)

"East Bay Corridor

"There is virtually no room for additional vehicle traffic on the eastbound Bay Bridge approaches between 4:00 p.m. and 6:00 p.m. While the growth in travel demand on the Bay Bridge from the Downtown & Vicinity could be served by shifting those commuters from autos to transit and increasing ridesharing, trips to or from other areas of the region are not well served by transit and would continue to be made primarily in private vehicles.

"Even with the substantial shift to transit and ridesharing assumed in the analysis, the Bay Bridge would operate at capacity for about 4.5 hours in 2000, resulting in severe congestion on the San Francisco approaches to the bridge, travel speeds of less than 30 miles per hour, and heavy congestion on the bridge itself every weekday afternoon. Were the shift to transit and ridesharing from 1985 levels not to occur the period of severe congestion in 2000, would extend for over 5.5 hours.

"By 2000, the numbers and proportion of commuters from the Downtown & Vicinity on BART during the p.m. peak period would be substantially higher. The number of trips on AC Transit would increase by about 65% based on the service available and the need to accommodate some BART riders by 2000.

"The ratio of passengers to seats on BART would increase from 1.30 in 1985 to 1.63 in 2000. AC Transit loads would increase from 0.85 passengers per seat in 1985 to 1.30 in 2000. The capacity of BART is based on the maximum capacity of BART's computer system to track trains in the transbay tube. The crowding projected for BART could not be fully mitigated during the peak period because of the systems technical operating limits.

"An increase of seven percent in ridesharing from the Downtown & Vicinity across the Bay Bridge is projected for 2000. Even with substantial shifts to transit and ridesharing by commuters from the Downtown & Vicinity, by 2020 severe congestion on the Bay Bridge and its approaches would last for over five hours. The number of

regional vehicle trips which could not be served by the Bay Bridge would grow from about 3,000 peak-period vehicles in 2000 to between 5,500 and 5,800 in 2020.

"Mitigating those levels of congestion would require consideration of major changes to the regional transbay transportation system connecting the West Bay and East Bay. Virtually all of the concepts would require the City to work with MTC, Caltrans, and local government agencies to undertake the regional planning needed to expand transbay transportation capacity. (Mission Bay EIR, Vol. II, pp. VI.E.31-34, 37-41, 71-78, 80-82, 87-91, 94-98, 100-101, 103-123, 126-127, 129-131, 133-140, 215-216, and 226-230; South of Market EIR, pp. 96-100, 102-104, 111-124, and C-42 to C-45.)

"Peninsula Corridor

"Between 1985 and 2000, traffic would increase on U.S. 101 and Interstate 280, the freeways serving the Peninsula. However, there would be less congestion on those routes at the San Mateo County Line than on the Golden Gate and Bay Bridges. Both U.S. 101 and I-280 were only moderately congested at the San Mateo County line in 1985. In or near San Francisco, the capacity of local streets, U.S. 101, and I-280 would be sufficient to handle future travel demand; the switch from highway to transit modes by Downtown & Vicinity commuters assumed for the Golden Gate and Bay Bridges would not be required for the routes serving the Peninsula. The transit analysis for 2000 and 2020 in this regional corridor therefore uses the same rates of transit use as found in 1985.

"U.S. 101 at the San Mateo County line would operate at capacity for about 2.5 hours in 2000, with heavy congestion and speeds of 30 miles per hour occurring during that afternoon peak period. By 2020, heavy congestion on U.S. 101 would last for over four afternoon hours. I-280 would operate with only moderate congestion at the county line in 2000 and 2020 with speeds averaging 35 to 45 miles per hour throughout the peak period. The congestion projected in 2020 would be reduced if commuters from the Downtown & Vicinity chose to increase their use of transit or ridesharing about the 1985 levels.

"The use of transit to the Peninsula would increase. The level of service on transit would remain high, as there would be no system where ridership would be greater than available seats. Relocation of the CalTrain Station to Seventh and Townsend under some Mission Bay development scenarios would reduce potential use of that transit service; use of BART and SamTrans would grow by about 40% while CalTrain ridership would grow by just 4%. In 2020, CalTrain, BART and SamTrans would carry even larger loads, but would continue to operate below capacity. (Mission Bay EIR, Vol. II, pp. VI.E.31-38, 42-43, 61-62, 71-82, 85-89, 91-92, 94-99, 101-104, 106-109, 113-122, 128-137, 216-217, and 230-231; South of Market EIR, pp. 98-105, 112-124, and C-43 to C-45.)

"Regional Highway Constraint Points

"As a result of growth in regional travel demand, the following freeway segments could constrain San Francisco travel: the I-80/580/I-880 interchange in Oakland; the Caldecott Tunnel on State Route 24 I-80 in Alameda and Contra Costa Counties, U.S. 101 in Marin County, and U.S. 101 south of I-380 in San Mateo. (Mission Bay EIR, Vol. II, pp. V.E.133-140.)

"Local Streets and Transit"Major Intersections

"The street networks would be improved in a portion of Mission Bay area under the I-280 Transfer Concept Program (TCP), which includes removal of the I-280 stub between Third and Sixth Streets, widening and improving King Street, construction of new I-280 on- and off-ramps from King Street. Extension of MUNI Metro light rail service to the CalTrain terminal (at Fourth and Townsend Streets) is also expected.

"The point of greatest congestion within Mission Bay in 1985 was the intersection of Third and Berry Streets. That intersection was heavily congested because it served both city traffic on Third Street and traffic destined for downtown on the I-280 freeway. With the I-280 ramps relocated from Berry to King Street as proposed, the intersection of Third and King Streets would replace Third and Berry as the point of greatest congestion within Mission Bay. The intersection of Third and King would be severely congested in all Mission Bay Alternatives by 2020. Most of the traffic passing through this critical intersection would not be destined for Mission Bay, but would be traffic from other areas, including particularly the downtown, using the I-280 freeway interchange or traffic which needs to pass through Mission Bay on its way to other parts of the City.

"A second intersection along four-lane King Boulevard at Fourth Street would also be congested by 2020. That congestion would again be caused primarily by traffic not destined to Mission Bay. Congestion projected for King Street and its intersections in the Mission Bay Project Area could be mitigated with a six-lane roadway, with parking permitted only at off-peak hours. To mitigate congestion projected for Third and Mariposa Streets, that intersection could be widened to allow double southbound right-turn lanes on Third and a separate eastbound left-turn lane on Mariposa.

"It is expected that operating conditions on local South of Market streets and intersections not serving freeway ramps would continue to operate in a generally free-flowing manner in the future, at least to 2000. Severe congestion would continue to occur in both 2000 and 2020 on several of the James Lick (I-80) freeway approaches in the South of Market Area near Mission Bay. Those streets and freeway ramps serve traffic destined for the Bay Bridge and Peninsula. Several of those streets are heavily congested now. The number of severely congested I-80 approach intersections would increase by 2000 and increase again by 2020, whether or not Mission Bay is developed. First and Harrison, Fifth and Bryant, and Sixth and Brannan presently operate at LOS F and would continue to do so in the future. Other intersections at or near freeway ramps, such as Mission and Beale and Fourth and Harrison would deteriorate to LOS E or F in the future. Intersections near freeway ramps are often affected by freeway access queues as cars waiting to enter the freeway back up to or through these intersections. This affects local traffic attempting to use streets in these areas. Some traffic will shift and use less congested routes in the future as this problem increases. Continued enforcement of the ordinance passed in 1987 prohibiting blocking an intersection should help to limit this problem.

"Mission Bay growth would account for less than 5% of total traffic at the freeway approaches and never more than 15% of total traffic on the major through routes

within the Mission Bay Area. Growth in the South of Market area would account for a smaller proportion of total traffic at freeway approaches than would Mission Bay. The 101 Second Street project would contribute less than one percent of the traffic at these intersections. (Mission Bay EIR, Vol. II, pp. VI.E.2-13, 140-148, 166-175, 199-201, and 218-219; South of Market EIR, pp. 105-106, 124-126, and C-47 to C-48.)

"Local Transit

"For the local street system to operate at the level described above, there would have to be a high level of public transit use in the Downtown & Vicinity. In 1985, about 55% of all afternoon peak-hour outbound trips from the Downtown & Vicinity were on transit. That level of transit could grow to about 70% of all trips, based on the increased capacity of transit systems expected to be available by 2000.

"MUNI proposes increased route and service capacity in the year 2000, in the Mission Bay Area. This increased capacity would be able to accommodate demand from growth in that area, except for the 47-Van Ness line. That line would exceed MUNI's load factor standard because it would carry loads more than 25% over seated capacity if housing were built in the area.

"The MUNI Metro expansion to Mission Bay would also serve the southern portions of the South of Market area. An improvement in the southwest corridor MUNI service would also occur as a result of completion of the MUNI Metro turnaround at the foot of Market Street in the future. Other MUNI corridors are expected to remain at current levels of service at least through year 2000. (Mission Bay EIR, Vol. II, pp. VI.E.148-152, 175-178, and 201-202; South of Market EIR, pp. 112-117, C-45 to C-46.)

The table on the following page replaces Table 7, page 98 of the FEIR.

Page 101 of the FEIR, the first paragraph is replaced with the following:

"During the p.m. peak hour in 1984, most transit agencies were found to be generating in Level of Service (LOS) D or better. The exceptions include BART Transbay, where conditions were found to be at LOS F, and Muni in the northwest and southwest corridors, where operations were found to be in LOS E. Table C-1, FEIR Appendix C, p. A-36, contains descriptions of the various LOS for bus transit. In the p.m. peak hour in 2000, the project would generate about 123 new Muni trips and about 141 new BART trips outbound from the project site. Addition of the project p.m. peak hour Muni riders to the existing (1984) Muni ridership would not increase the loading ratios on any corridors, and thus would not change the LOS. The number of Muni riders from the project would not be sufficient to affect Muni operations in any of the four corridors. Addition of BART riders from the project to the existing BART ridership would not increase p.m. peak hour Transbay or westbay loading ratios or change LOS."

TABLE 7
DISTRIBUTION OF NET NEW PROJECT PERSON TRIPS
OUTBOUND DURING PM PEAK-PERIOD

Location and Mode	Peak-Hour (4:30-5:30)		Peak-Period (4:00-6:00)	
	1985	2000	1985	2000
San Francisco				
Drive Alone	57	98	102	82
Carpool	20	16	35	29
Muni				
NE	20	17	37	28
NW	51	41	76	61
SW	51	39	83	66
SE	24	20	40	32
SOMA	5	6	9	11
BART	24	19	38	31
Other	29	30	57	57
Total	285	285	470	398
East Bay				
Drive Alone	15	8	26	14
Carpool	23	23	40	39
BART	72	114	104	168
AC	41	49	57	69
Other	0	0	0	0
Total	150	194	226	291
Peninsula				
Drive Alone	19	19	33	33
Carpool	15	14	25	25
MUNI	4	4	6	6
BART	8	8	12	12
Samtrans	8	8	10	9
Caltrain	12	12	18	17
Other	1	1	2	1
Total	67	65	106	104
North Bay				
Drive Alone	10	6	17	10
Carpool	7	8	12	15
GGT Bus	18	28	25	39
GGT Ferry	4	5	5	6
Other	1	1	2	3
Total	41	48	62	72
TOTAL	543	543	860	860

¹ Numbers may not total due to rounding.

Source: Department of City Planning, Office of Environmental Review, The Downtown Plan EIR, EE81.3, certified October 18, 1984.

Page 101, the sixth sentence of the third paragraph is revised to read as follows (revisions are underlined):

"The proposed project would generate about 126,500 annual peak-period outbound trips which could generate an annual cost to Muni of approximately \$63,252.⁵"

Page 102, the second sentence of the second full paragraph is revised to read as follows (revisions are underlined):

"On the basis of about 264,600 riders per year in the year 2000, the estimated annual BART deficit attributable to the project would be about \$317,500.⁸"

Page 103, the second sentence of the third full paragraph is revised to read as follows (revisions are underlined):

"It is estimated that in the City's South ¹⁰of Market area east of Sixth Street, traffic volumes will grow 20% by the year 2000."

Page 108 of the FEIR, the following is added at the bottom of Table 9:

"Source: EIP Associates, and Pushkarev and Zupan, Urban Space for Pedestrians (MIT Press, 1975)."

Page 109, first partial paragraph, the fourth full sentence is revised to read as follows (revisions are underlined):

"Other projects in and near the project block include 524 Howard Street and 222 Second Street."

Page 110, the second sentence of Footnote 5 has been revised to read as follows (revisions are underlined):

"The deficit due to the project would be 502 peak-period Muni trips per day x 252 working days per year x \$0.50 deficit per ride = \$63,252."

Page 110, Footnote 8 has been revised to read as follows (revisions are underlined):

"The deficit due to the project would be about 1,050 daily BART trips generated by the project x 252 working days per year x \$1.20 deficit per rider = \$317,520."

The table on page 28 replaces Table 8 on page 104 of the FEIR.

TABLE 8
EXISTING AND PROJECTED INTERSECTION PERFORMANCE

<u>Intersection</u>	<u>Existing</u> ¹	<u>Existing + Project</u>	<u>Year 2000</u>
Second/Mission ¹	0.71 C ²	0.72 C	0.85 D ⁶
Second/Howard ¹	0.53 A ³	0.53 A	0.63 B ⁶
Harrison/First	1.10 E/F	1.10 E/F	1.27 F
Harrison/Fourth	0.72 C ⁴	0.73 C	0.91 E ⁴
	0.69 B ⁵		

¹ Counts conducted by EIP Associates, Tuesday, February 11, 1986, 4:30-5:30 p.m. Additional counts conducted by EIP Associates on Tuesday, April 29, 1986, 4:30-5:30 p.m. (2nd/Mission), Thursday, May 1, 1986 4:30-5:30 p.m. (2nd/Howard), Thursday, May 8, 1986 4:30-5:30 p.m. (4th/Harrison), Tuesday, September 30, 1986 4:30-5:30 p.m. (4th/Harrison), Wednesday, October 1, 1986 4:30-5:30 p.m. (2nd/Howard), and Thursday, October 2, 1986 4:30-5:30 p.m. (2nd/Mission). Field observations by George W. Nickelson of Omni-Means, Ltd. were conducted on Tuesday, June 3, 1986, and Tuesday, September 30, 1986.

² The right-turn movement from Second Street onto Mission Street operates at LOS "D". This condition would continue in the future.

³ Turning movements on and off Howard operate at LOS "C." This condition would continue in the future.

⁴ The two right lanes on Fourth Street operate at LOS "E/F." This condition would continue in the future.

⁵ Mission Bay EIR contains analyses of existing and projected levels of service at the First and Harrison Streets and Fourth and Harrison Streets intersections. (Vol. II, Table VI.E.23, p. VI.E.144.) Depending on which alternative in the Mission Bay Plan is selected, the year 2000 V/C rating at Fourth and Harrison Streets would be between 0.90 and 0.92. The differences between the existing values for V/C ratios and LOS are due to traffic conditions on days when traffic was counted due to traffic conditions on days when traffic was counted and to different traffic assumptions used by the traffic consultants.

⁶ Not analyzed in the Mission Bay EIR; Data from Downtown Plan EIR. The projected V/C ratio is consistent with the expected 20% increase in traffic volumes South of Market.

Source: EIP Associates and OMNI-Means, Ltd.

E. AIR QUALITY

The following text replaces the first six paragraphs on page 111 of the FEIR, to include updated transportation data as part of the air quality analysis, and added discussion of Mission Bay cumulative analysis.

"CUMULATIVE CONTEXT

"The Downtown Plan EIR analyzed the effects of employment growth in the C-3 District on regional air quality in the future (Downtown Plan EIR, pp. IV.I.1-19). Since that EIR was certified, there have been changes in some air quality impact analyses methods and data. The changes are reflected in the Mission Bay and South of Market Plan EIRs. This material is incorporated by reference and summarized here. In general, the differences are new emission factors (these are revised periodically by the Bay Area Air Quality Management District), a new standard for determining possible significant air quality effects, and failure of the Bay Area to attain federal ozone and carbon monoxide standards. Other information in the Downtown Plan EIR remains applicable and is an appropriate basis for analyzing cumulative impacts of downtown growth, of which the proposed project is a part.

"Motor vehicle exhaust emissions would be the primary source of air pollutants in the Downtown & Vicinity. These emissions would affect local and regional air quality. Ozone and carbon monoxide concentrations occasionally violate air quality standards at some locations in the Bay Area. Emissions of hydrocarbons and nitrogen dioxide, precursors of ozone, would contribute to regional ozone concentrations. Emissions would also add to local carbon monoxide concentrations at congested intersections in the vicinity.

"The Bay Area Air Quality Management District considers projects that produce a net increase in vehicle emissions greater than one percent of countywide transportation emissions to have a potentially significant impact on air quality. By build-out in the year 2020, emissions of carbon monoxide, hydrocarbons, and nitrogen oxides from the Mission Bay project would exceed one percent of countywide transportation emissions under all Alternatives. (For build-out, year 2000 emission factors were used and emissions were compared with countywide transportation emissions projected for 2000, as emission factors and inventories beyond 2000 are not available.)

"(For more detail on air pollutant emissions, see Mission Bay EIR, Vol. II, pp. VI.F.12-17.)

"Motor vehicles are the major source of carbon monoxide, and concentrations can build up at congested intersections. Computer modeling of carbon monoxide concentrations at eight of the busiest intersections in the Downtown suggests that state and federal standards for eight-hour average concentrations (9 parts per million [ppm]) currently may be violated on occasion at the intersection of Sixth and Brannan Streets (13.4 ppm) and at the intersection of Third and Berry Streets (9.2 ppm). None of the eight intersections currently violate state or federal one-hour standards. Carbon monoxide concentrations are expected to improve throughout the region due primarily to better vehicle emission controls. Carbon monoxide concentrations at the

eight intersections, even with Mission Bay and cumulative growth in traffic, are projected to decrease. No violations of state or federal carbon monoxide standards are expected in 2000 or at build-out of Mission Bay in 2020.

"(For more detail on intersection carbon monoxide concentrations in the South of Market area, see Mission Bay EIR, Volume II, pp. VI.F.9-10 and 17-18, and Table VI.F.4, p. VI.F.19; South of Market EIR, pp. 140-142 and Table 10, p. 143.)

"The 1982 Bay Area Air Quality Management Plan established schedules and strategies to comply with federal ozone and carbon monoxide standards established under the Clean Air Act by December 31, 1987. The deadline has now passed, and the Bay Area remains a non-attainment area for ozone and carbon monoxide (standards are occasionally violated). Congress is considering additional amendments to the Clean Air Act to address those areas of the country that remain in non-attainment, and a new regional plan may be required.

"All Alternatives in the Mission Bay EIR would be consistent with 1982 Plan strategies to reduce motor vehicle trips by encouraging development in urban service areas, mixed-use and infill development, and rehabilitation and reuse of existing buildings. All Alternatives considered in the Mission Bay EIR represent more intensive use of the Project Area than assumed under the 1982 Plan, so Mission Bay would be inconsistent with the Plan's land use and population projections. The South of Market growth would not conflict with the 1982 Plan. (See Mission Bay EIR Volume II, pp. VI.F.19-20; South of Market EIR, pp. 137, 139, and 142-144.)

"As noted in the Downtown Plan EIR, emissions associated with C-3 District development are not expected to increase ozone concentrations and thus would not conflict with the 1982 Plan objectives. (See Downtown Plan EIR p. IV.I.11.) Downtown development, including Mission Bay, is not expected to conflict with 1982 Plan objectives regarding carbon monoxide. This is based on data collected since the Downtown Plan EIR was completed (see, e.g., 600 California Street Final EIR, pp. 128-129), and on the more recent air quality analysis in the Mission Bay EIR."

Page 112, the first full paragraph is deleted.

Page 112, the last paragraph is revised as follows (revisions are underlined):

"Currently (1985), the eight-hour CO concentration at the Fourth and Harrison intersection is estimated to equal the 9.0 ppm standard (which is not a violation). CO concentrations are predicted to be less in 2000 than in 1984 and would not violate the standards at this intersection in this future scenario."

Page 114, the first two paragraphs are revised to read as follows (revisions are underlined) and the last two paragraphs are deleted:

"Table 11, page 115, shows projected daily emissions of pollutants in 2000 from project-generated traffic, projected daily emissions in 2000 for development in the Downtown & Vicinity projected by the Mission Bay Plan EIR, and total emissions

TABLE 10
EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE
CONCENTRATIONS AT SELECTED INTERSECTIONS

<u>Intersection</u>	<u>Averaging Time</u>	<u>Concentrations (ppm)¹</u>	
		<u>(1985) Existing</u>	<u>Mission Bay Plan EIR² 2000</u>
Second/Mission	1-hour	12.0	8.3 ²
	8-hour	8.4	5.8
Second/Howard	1-hour	12.3	8.4 ²
	8-hour	8.6	5.9
Fourth/Harrison ³	1-hour	12.9	9.0
	8-hour	9.0	6.3
First/Harrison ⁴	1-hour	11.6	7.9
	8-hour	8.1	5.6

¹Calculations for all scenarios were made using a revised version of the Modified Linear Rollback (MLR) method described in the Downtown Plan EIR. Background concentrations were calculated to be 7.1 ppm for eight hours in 1985, and 5.0 ppm for eight hours in 2000. Underlined values are in violation of state or federal CO standards. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission rates were derived from the California Air Resources Board's EMFAC7D computer model and from the BAAQMD's Guidelines, revised April 1988.

²Based on the growth forecast methodology contained in the Mission Bay Plan EIR. The project would be contained within this forecast.

³The source of the CO calculations for this intersection is the South of Market EIR.

⁴The source of the CO calculations for this intersection is the Mission Bay EIR.

Source: EIP Associates.

TABLE 11
PROJECTED DAILY POLLUTANT EMISSIONS
101 SECOND

Pollutant	Emissions (Tons Per Day) ¹		
	Project 2000 ²	Mission Bay Plan EIR ³ 2000	Bay Area ⁴ 2000
Hydrocarbons	0.0096	0.17	560
Nitrogen Oxides	0.0103	0.29	492
Carbon Monoxide	0.1916	5.6	2,170
Particulates	0.0147	0.27	764
Sulfur Oxides ⁵	0.0014	0.05	225

¹ Project and Mission Bay Plan EIR emissions calculated using BAAQMD EMFAC7D vehicle emission factors. Emissions of HC, NO_x, and CO include an assumed six minutes of idling time per vehicle trip. Emissions of particulates include dust disturbed from roadway surfaces.

² Based upon a weighted daily average of 5,894 miles traveled.

³ Incremental emissions of Downtown & Vicinity development, per The Mission Bay Plan EIR.

⁴ Bay Area Air Quality Management District, Air Quality and Urban Development: Guidelines for Assessing Impacts of Projects and Plans, San Francisco, revised April 1988.

⁵ Sulfur oxides and sulfur dioxides are assumed to be interchangeable.

Source: EIP Associates.

projected for the entire Bay Area by the Bay Area Air Quality Management District. The project would contribute about 3.6% to the total emissions generated by development in the Downtown & Vicinity, in 2000."

"Emissions of particulates resulting from construction and from vehicle trips generated by the project and cumulative development would increase particulate concentrations, which could increase the frequency of particulate standard violations in San Francisco, with concomitant health effects and reduced visibility.¹"

Page 114, footnote No. 1 at the bottom of the page is revised to read as follows (revisions are underlined):

¹State standards for particulate matter changed in 1983 and federal standards changed in 1987 to concentrate on fine particulate matter which has been demonstrated to have health implications when inhaled (PM-10). Only those particulates 10 microns or less in size are measured under the PM-10 standard. The BAAQMD (Thomas Perardi) has stated that TSP includes about 50-60% of particulates of 10 microns or less; thus, the TSP standards are generally equivalent to the PM-10 standards. BAAQMD is presently monitoring PM-10 at seven Bay Area monitoring stations, including the 16th and Arkansas station in San Francisco. Data from the San Francisco station from April 1986 to September 1986 are available. Once 12 months of data are available it will be possible to assess whether specific violations of the PM-10 standard have occurred and to predict with greater accuracy whether there will be future violations."

F. CONSTRUCTION NOISE

The first sentence of the second paragraph on page 118 of the FEIR is revised to read as follows:

"Two additional projects, 222 Second Street and 524 Howard Street, are planned in the project area."

(The 535 Mission Street project has been withdrawn; the 100 First Street project has been completed.)

Page 118, the following is added after the first paragraph:

"Land uses surrounding the project site include, primarily, commercial uses on ground floors, upper story offices, parking lots and an educational institution (Golden Gate University). The closest major residential uses include St. Francis Place, two blocks to the southwest, and other residential projects, planned and under construction, in and around Yerba Buena Center. Thus, if piledriving were to occur during the evening or nighttime hours, students at Golden Gate University and residents of St. Francis Place would be affected. If piledriving, were to occur during daytime hours, employees and other occupants of the adjacent commercial and office uses, and

students at Golden Gate University, would be affected. Some commercial and office spaces are vacant. In the Rapp Building, immediately adjacent to the site on the south, noise levels during piledriving could reach 105 dBA with windows open and 90 dBA with windows closed. The Golden Gate University, located across Mission Street, approximately 150 feet from the project's eastern boundary, would experience noise levels of about 88 dBA with windows open during piledriving and 73 dBA with windows closed. This would result in occupants having to shout to communicate and would make telephone conversations difficult. Occupants could also experience the other effects described in this paragraph. These noise levels would require windows to be closed and would normally require noise barriers to be erected between the construction noise source and the receptor. Residential uses (St. Francis Place) two blocks southwest of the site would experience noise levels of approximately 55 dBA with windows closed and 70 dBA with windows open during piledriving. This would result in occupants having to close windows in order to communicate, concentrate or rest. Noise barriers would normally be required between the construction site and the residential uses, in order that interior noise levels at these residences do not exceed 45 dBA during construction activities (including piledriving) with windows closed. The project sponsor would require that the construction contractor limit piledriving activity to result in the least disturbance to neighboring uses, and would consult with the Public Works Department to determine the least disruptive times for piledriving. Pile holes would be pre-drilled which would reduce the duration of pounding for each pile. Measures included as part of the project to reduce construction noise and vibrations are on page 131.

"The U.S. Environmental Protection Agency (EPA) has determined that noise levels of 70 dBA, L_{eq} over a 24-hour day, assuming a 40-year exposure period, are the maximum level at which conservation of hearing is ensured for virtually all of the population.^{1,2} On an equal energy basis, assuming that pile driving would occur for no more than eight hours per day over a period of less than three months, the maximum noise level that would ensure conservation of hearing would be 96 dBA, L_{eq} . This noise level would be six dBA greater than the maximum noise levels expected during pile driving at land uses adjacent to the project site, with windows closed. No criteria have been established for non-auditory, psychological effects, such as elevated blood pressure due to exposure to high noise levels. However, studies suggest that such effects can occur at noise levels below criteria thresholds for permanent hearing loss.³ Thus, while occupants of buildings adjacent to the project site would not have hearing loss, they may experience non-auditory psychological effects.

Noise generated during piledriving could be reduced by erecting barriers around the project site. Barriers may include such items as berms, walls, etc., that would affect sound propagation by interrupting it and creating an 'acoustic shadow zone.' The more solid, high and wide a noise barrier were, the more effectively it would attenuate noise. A wall may provide maximum noise reductions up to 20 dBA, while a berm may reduce noise levels a maximum of 23 dBA.^{4"}

¹ U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

² L_{eq} is the equivalent steady-state noise level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time periods.

³ U.S. Environmental Protection Agency, Noise Effects Handbook, July 1981.

⁴ U.S. Department of Transportation, Federal Highway Administration, Highway Noise, December 1978.

G. SEISMICITY

The Downtown Plan EIR includes information on Seismic Safety issues in the C-3 District of downtown. That information remains current. The South of Market Plan EIR provides similar information for that area, as does the Mission Bay EIR for its project area. These EIRs do not provide any new data about seismic issues that establish a need for revisions in the Downtown Plan EIR information or conclusions.

In summary, the Downtown & Vicinity, like other parts of San Francisco and the Bay Area, is subject to potentially large earthquakes from the San Andreas and Hayward faults. Relatively more of the land in Downtown & Vicinity is subject to violent ground shaking intensity than the rest of the City because the eastern edge of the area, including nearly all of Mission Bay, is built on filled land. Employment growth, such as that expected in the proposed new building, would result in larger numbers of persons being exposed in the future to earthquake hazards if an event occurred during the work day. New buildings are subject to more stringent building and structural standards than are older buildings. Therefore, persons working (or residing) in buildings such as the proposed project would be relatively safer than those in some older existing buildings. However, glass, and in some cases, building cladding, is expected to endanger those on the streets and sidewalks. The bridges leading to/from San Francisco are expected to be closed for over three days due to damaged access ramps. The same would be true of the freeways leading south to the Peninsula. MUNI and Caltrain would be out of service for some time, and power outages would occur for at least one or two days. (See Downtown Plan EIR pp. IV.K.1-17a; Mission Bay EIR, Vol. II, pp. VI.K.11-15 and 33-43; South of Market EIR, pp. 154-174).

H. EMPLOYMENT AND HOUSING

The following is added under "1. Employment" on page 120 of the EIR:

"Employment Densities

"Employment densities--the average number of square feet per person in a building--were recalculated based on the revised space and employment forecasts for the larger area in the Downtown & Vicinity prepared for the Mission Bay EIR. The relative reduction in growth compared to the Downtown Plan EIR forecasts results in a reduction in density, or an increase in the average square feet per person in office uses from 268 sq. ft. to about 294 sq. ft. in the year 2000. (See especially, Mission Bay EIR Vol. II, pp. VI.B.53-56 and VI.B.60-62.)

"Use of this density for analysis of individual office projects would reduce the number of persons in that building compared to that shown by use of the Downtown Plan EIR density factor, reducing proportionally that building's contribution to those cumulative impacts caused by employment growth in downtown. The project-related employment was not recalculated because the difference in any one building is relatively small (10-12% less employment), because the difference is nearly unmeasurable in relation to cumulative impacts, and because use of the smaller square footage (higher density) therefore provides a more conservative estimate of the project's impacts."

The following text replaces the Employment and Housing Impacts discussion, FEIR pp. 121-122.

"CITY AND REGIONAL POPULATION AND EMPLOYMENT"Housing Demand and Population Growth

"The Mission Bay and South of Market EIRs discuss residence patterns in a City-wide and regional context, in relation to housing demand from growth of employment in the Greater Downtown and Mission Bay. San Francisco employment growth will contribute to housing demand throughout the region, as not all San Francisco workers will live in the City. If housing is built in the Mission Bay and South of Market areas, more City workers could live in the City; San Francisco would contribute less to the regional housing market.

"Regardless of the type of development in Mission Bay and in South of Market, the importance of San Francisco employment as a factor affecting regional housing demand will decline over time because more housing will be added in the City relative to job growth, compared to the situation in the past. As housing and the labor force continue to grow more rapidly outside San Francisco, people working in San Francisco will represent the same or a smaller percentage of the employed people living elsewhere in the region. San Francisco workers will require about the same share of the region's housing in the future as they did in the early 1980's. San Francisco's effects on the regional housing market will vary in the future. City workers could become more important to the housing market in some close-in communities in western parts of the East Bay and east of the hills along BART corridors, in northern San Mateo County and parts of Marin.

"About half of the people working in Greater Downtown San Francisco would live in the City in 2000 and 2020. The rest would live in communities throughout the rest of

the region: about 30% in the East Bay, 13% in the Peninsula and in the South Bay and about 8% in the North Bay. Greater Downtown workers living in the City would represent about 57% of the City's employed residents. People working downtown would represent a considerably smaller proportion (about 4-9%) of the employed residents of other Bay Area communities. (See Mission Bay EIR, Vol. II, pp. VI.C.56-61 and 92-97; South of Market EIR pp. 66, 67.)

"Employment Growth

"Employment patterns in the City and the region in the future, particularly in the Greater Downtown, depend somewhat on the development plan chosen and built in the Mission Bay area. The amount of employment growth forecast in the Bay Region would not change, but the location of jobs would be different. South of Market area employment growth is forecast to be relatively small compared to the rest of downtown and would have little influence on growth patterns. This information, from the Mission Bay and South of Market Plan EIRs, is summarized below.

"Mission Bay Alternative A, with a combination of residential and commercial uses, would provide about 25,000 job opportunities. Citywide employment, including South of Market and the rest of the City, would grow by about 210,000 jobs between 1985 and 2020 under this scenario. Mission Bay Alternative B includes predominantly residential and open space uses and would provide about 6,000 jobs; citywide employment would grow by about 200,000 jobs and more of this growth would occur in the downtown and in the rest of the City between 1985 and 2020. Mission Bay Alternative N, with predominantly commercial and industrial development and no new housing, would contribute to citywide employment growth of about 207,000 jobs during the same time frame. The South of Market area would contribute about 24,000 jobs to these totals.

"The C-3 District would contribute different amounts to the Citywide employment totals, depending on Mission Bay development at buildout (2020): about 360,800 jobs if Mission Bay Alternative A were the buildout scenario; about 362,200 jobs if Alternative B were the Mission Bay development picture; and about 362,200 jobs if the Mission Bay area were developed under present zoning as in Alternative N.

"Forecasts of employment in the year 2000 in the Downtown & Vicinity and in the City as a whole have been revised since the Downtown Plan EIR was prepared. The Mission Bay and South of market Plan EIRs provide these updated forecasts. In summary, the C-3 District employment growth would be about 69,000 jobs between 1985 and 2000, compared to a forecast of about 91,000 new jobs between 1984 and 2000 shown in the Downtown Plan EIR. However, it is more appropriate to compare forecasts of change from 1981 to 2000, as 1981 base data are the same for both the Downtown Plan EIR and the two more recent EIRs. For that period, the Downtown Plan shows growth of about 106,000 jobs in the C-3 District, while the new forecasts show growth of about 64,000 jobs. (See Mission Bay EIR, Vol. II, pp. VI.B.53-79; South of Market EIR Appendix B, pp. B.10-14; and Downtown Plan EIR pp. IV.C.29-61.)"

I. GROWTH INDUCEMENT

Page 124, the last paragraph is deleted.

VI. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

TRANSPORTATION

Page 126, the last paragraph (which runs onto page 127) is deleted and replaced with the following:

"The project sponsor would contribute funds for maintaining and augmenting transportation services in an amount proportionate to the demand created by the project, as provided by the Board of Supervisors Ordinance Number 224-81."

Page 129, fourth paragraph of the FEIR is revised to read as follows (revisions are underlined):

"The City could adopt and implement the transportation mitigations described in Vol. 1, Section V.E., Mitigation, pp. V.E.4-28, in the Downtown Plan EIR; in the Mission Bay EIR, Vol. II, Section VI.E, Mitigations, pp. VI.E.214-217 for the year 2000 and VI.E.224-231 for the year 2020; and in the South of Market EIR, pp. 189-194. "The measures for the year 2000 are similar or identical to those in the Downtown Plan and include, in summary: measures to construct and maintain rail rapid transit lines from downtown San Francisco to suburban corridors and major non-downtown centers in San Francisco; measures to fund Vehicle Acquisition Plans for San Francisco and regional transit agencies to expand existing non-rail transit service; provide exclusive transit lanes on City streets and on freeways; reduce incentives to drive by reducing automobile capacities or bridges and highways in certain circumstances and by discouraging long-term parking; measures to encourage carpools, vanpools, and bicycle use; and measures to improve pedestrian circulation within downtown San Francisco."

The following is added after the fourth paragraph on page 129 of the FEIR:

"Many of the measures have been implemented since the Downtown Plan EIR was certified, such as BART's Oakland WYE track, expansion of the Sutter/Stockton parking garage, requiring transportation brokers in major new downtown buildings, and designation of Rincon Hill as a high-density housing area near downtown in the Rincon Hill Plan. Others are under study and a few have changed. Studies are

continuing of extending Caltrain downtown, extending BART in the East Bay, building a new MUNI Metro turnaround at the foot of Market Street (a DEIS was published by UMTA in summer 1988), and constructing HOV lanes on I-80 near the Bay Bridge; changed measures include the voter disapproval of removing the Embarcadero Freeway. The majority of these measures are relevant on an area-wide, city-wide or regional basis.

"The South of Market EIR includes additional measures related to South of Market, such as providing transportation brokerage services for new South of Market projects, as well as relevant measures for cumulative impacts similar to those in the Downtown Plan EIR."

"Three types of mitigation measures related to cumulative impacts are described in the Mission Bay EIR: transportation system capacity improvements which are reasonably sure to happen by 2000 and are assumed in the impacts analysis; measures to mitigate regional impacts by 2000; and measures to mitigate regional impacts by 2020. (See Mission Bay EIR, Vol. II pp. VI.E. 198-231)."

Page 129, the following is added after the fourth paragraph:

"Measures are proposed in the Mission Bay EIR to mitigate the impacts of regional growth in 2020. Those measures include expanding transbay transportation capacity to the East Bay by constructing a new bridge between Alameda and San Mateo counties, widening the San Francisco-Oakland Bay Bridge or Hayward-San Mateo Bridge or providing a new transbay tunnel or enhanced train-control computer system for BART, expanding transbay capacity to the North Bay through provision of bus lanes or light-rail service on a second deck of the Golden Gate Bridge, and expanding transit opportunities to the South Bay via a Caltrain extension to downtown San Francisco or BART and MUNI extensions to the Peninsula."

Page 129, the following is added after the first sentence of the fifth measure;

"All except such things as providing transportation brokers would require funding from or approval by MTC."

AIR QUALITY

Page 130, last paragraph, the last clause of the first sentence is revised to read as follows (revisions are underlined):

"... and sweep street surrounding demolition and construction sites at least once per day to reduce particulate emissions."

Page 130, last paragraph, the first clause of the second sentence is revised to read as follows (revisions are underlined):

"The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, . . ."

CONSTRUCTION NOISE

Page 131, third full paragraph, the first sentence is revised to read as follows (revisions are underlined):

"The project sponsor would require that the general contractor construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA."

HAZARDS

Page 132, the following is added after the third full paragraph:

- "o To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster."

ARCHITECTURAL, HISTORIC AND CULTURAL RESOURCES

Page 133, the first full paragraph is replaced with the following:

"Given the possibility of encountering the remains of cultural or historic artifacts within the project site, prior to the commencement of foundation excavations the project sponsor would undertake a program of archaeological testing. This would consist of observation and monitoring by a qualified historical archaeologist of site clearance of at least any materials below existing grade level, and either the placement of a series of mechanical, exploratory borings or of other similar on-site testing methods. The archaeologist would supervise the testing at the site to determine the probability of finding cultural and historical remains. At the completion of the archaeological testing program, the archaeologist would submit a written report to the ERO, with a copy to the project sponsor, which describes the findings, assesses their significance and proposes appropriate recommendations for any additional procedures necessary for the mitigation of adverse impacts to cultural resources determined to be significant."

VII. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This chapter is subject to final determination by the City Planning Commission as part of its certification process for the EIR. Chapter VI of the Final Supplemental EIR will be revised, if necessary, to reflect the findings of the Commission.

This chapter identifies significant impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, as described in FEIR Chapter V, Mitigation Measures, pages 125-135, and pages 37-39 of this document.

No project-specific unavoidable significant impacts have been identified.

Cumulative development in downtown San Francisco and vicinity would have a significant effect on the environment in that it would generate cumulative traffic increases as well as cumulative passenger loadings on Muni, BART and other regional transit carriers. These cumulative transportation impacts could cause violations to particulate standards in San Francisco with concomitant health effects and reduced visibility. The proposed project would contribute to these cumulative effects.

VIII. ALTERNATIVES TO THE PROPOSED PROJECT

The following alternative, Alternative Six, Project with Ground Level Open Space, currently the project sponsor's preferred alternative, was included on pages 150-150c of the Final EIR. The alternative is reprinted here and revised where appropriate, in light of other changes contained elsewhere in this document (revisions are underlined).

F. ALTERNATIVE SIX: PROJECT WITH GROUND LEVEL OPEN SPACE

This alternative would be a project similar to the proposed project, but smaller due to the removal of the corner portion of the building, and providing outdoor open space on the ground level. The public open space would be provided at ground level to increase public accessibility and use.

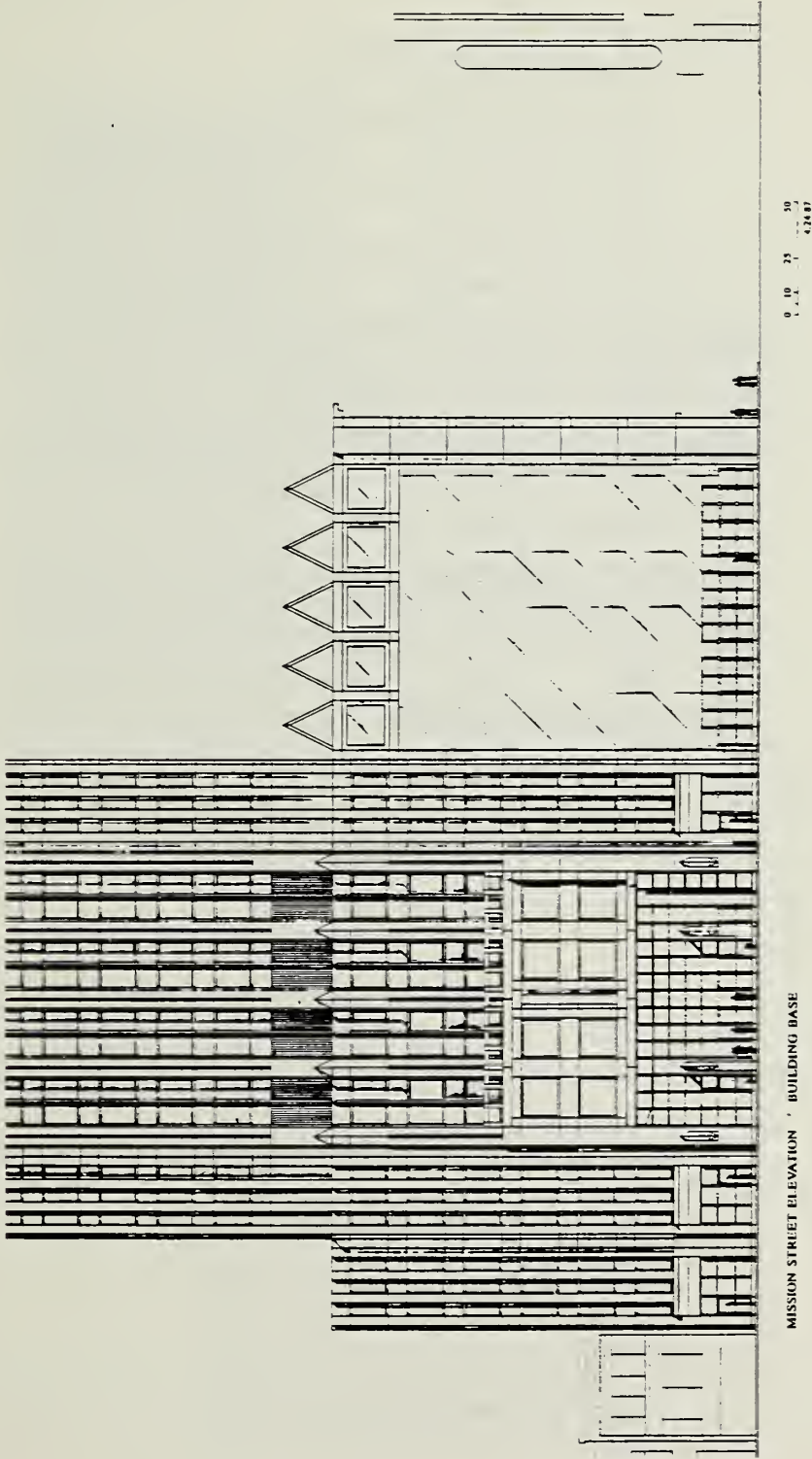
Alternative Six would be essentially the same as the proposed project but would have less office and retail space due to the removal of four floors (one retail and three office) over the corner site. The tower portion of the alternative would be the same as in the proposed project including the same height (457 feet), bulk measurements and facade materials. Total constructed area of the project would decrease by 4.6% due to decreases in retail office and mechanical floor area at the corner portion of the project. The amount of gross square feet of office space would decrease from 454,918 gsf in the proposed project to 436,318 gsf in this alternative. Retail space would decrease from 7,350 gsf in the project to 3,630 gsf in this alternative. Open space area (7,890 gsf) and parking area would remain unchanged from the proposed project. The FAR for this alternative would be 16.0:1, compared to 16.8:1 with the proposed project (see revised Figure 35, page 150 and additional Figure 36).

IMPACTS

The corner portion of the project site would be unbuilt and used for open space. The corner open space would be contained within a three-story curtain wall along Second

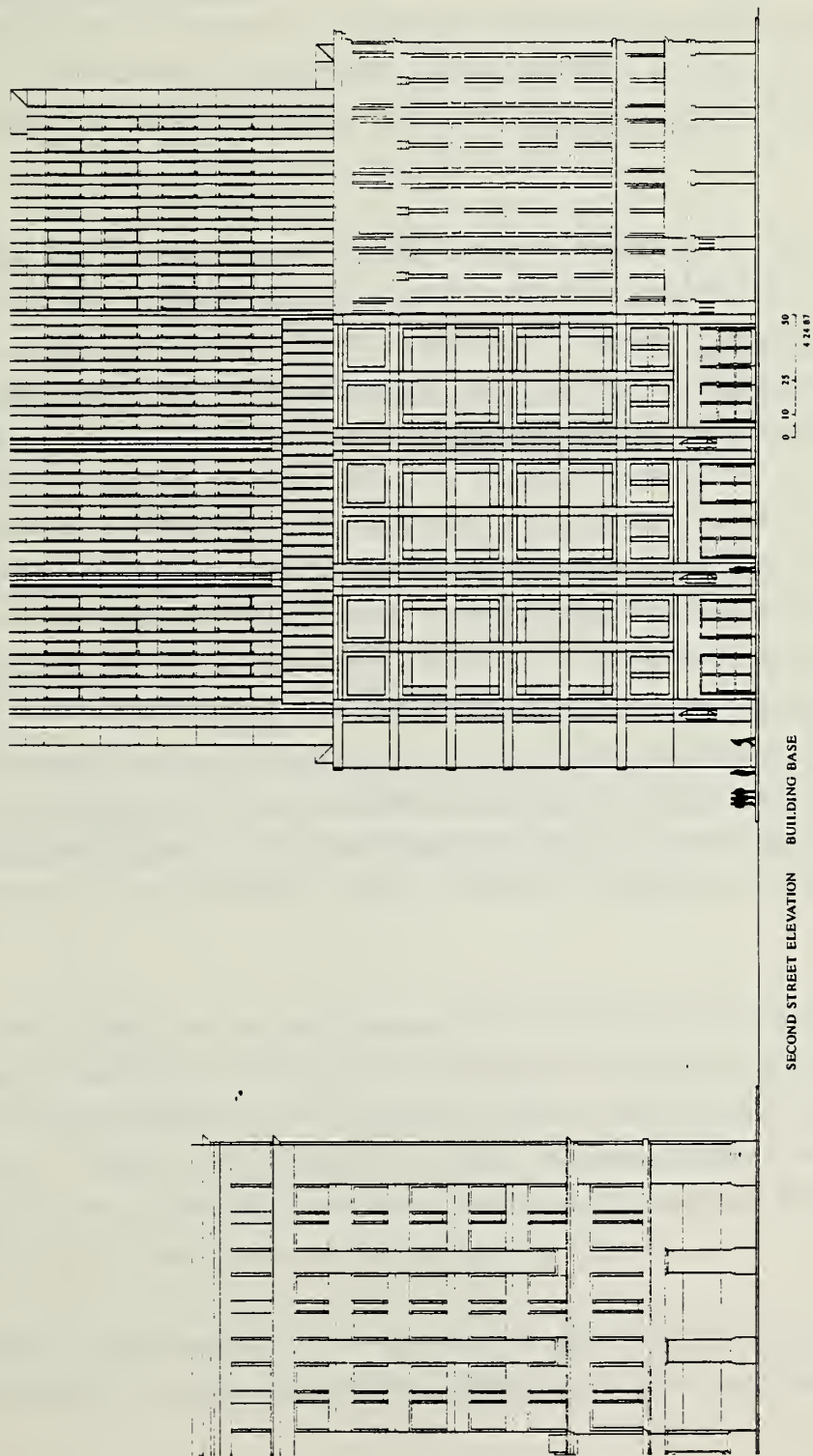
SECOND AND MISSION PROJECT - ALTERNATIVE F MISSION STREET ELEVATION BUILDING BASE

FIGURE 35



SECOND AND MISSION PROJECT - ALTERNATIVE F SECOND STREET ELEVATION BUILDING BASE

FIGURE 36



Street, which would be consistent with the streetwall height of adjacent buildings and other buildings along the Second Street corridor. In addition, along Mission Street a glass block wind screen would be constructed. This alternative would have a similar impact on building scale and architectural character in the project vicinity as the proposed project. The building tower in this alternative would continue to be higher and bulkier than the prevailing scale of older development in the project area, the same as with the proposed project.

This alternative, like the proposed project, would result in demolition of all existing buildings on the project site. Although the alternative would leave unbuilt the corner lot located in the New Montgomery-Second Street Conservation District, it would maintain the existing streetwall height and cornice line of the adjacent Raff building through the construction of a curtain wall and would, thus, have similar impacts on architectural and historic resources as the proposed project. As in the proposed project, this alternative would result in excavation of the project site and, thus, could have potential impacts on archaeological resources. Shadow impacts associated with the alternative would be essentially the same as with the proposed project. It is anticipated that this alternative would have the same wind impacts in terms of exceedances of the comfort criterion for pedestrian areas as the proposed project since the Second street building faces would be essentially the same as with the proposed project. It is likely that the ground level open space, protected by wind screens on both the Second and Mission Streets sides, would have lower wind impacts on seating areas than those described for the proposed project. The growth inducing impacts of this alternative would be similar to those for the proposed project.

There would be a total of 3,687 net new daily person trips generated by this alternative. Transportation impacts associated with increased travel demand would be 19.5% less than in the proposed project, proportional to the decrease in overall travel demand associated with the alternative. Despite this decrease in travel demand, impacts at nearby intersections associated with cumulative downtown development would not differ from the proposed project, since the decrease would be too small to measure.

Estimated new parking demand would be 174 spaces, 15 spaces (7.9%) less than the estimated parking demand for the proposed project. Occupancy in off-street parking lots

and garages in the project vicinity would increase from 87% to 89%, the same as with the proposed project. The freight loading requirement would be four spaces, one less than under the proposed project.

Additional employment generated by this alternative, both direct and indirect, would decrease from 5,216 jobs in the proposed project to 4,969 jobs in this alternative. On-site construction related employment would remain essentially the same with this alternative. Under the Office Affordable Housing Production Program, this alternative would generate a requirement for 133 housing units, 7 less than the 140 required for the proposed project.

Air quality impacts from this alternative would be about 19.5% less than for the proposed project due to the reduction in travel associated with the alternative. Construction noise impacts would be the same intensity (pile driving would still be required) and duration as with the proposed project.

Shadows from this alternative on the project open space would not significantly change from those described for the proposed project. The major contributor to shadows on the open space from existing buildings is the adjacent Rapp Building. Compared to the proposed project, the length of shadows from the Rapp Building on the alternative open space would be increased in length by approximately 150%. In June, shadows would cover approximately 30% of the green space during lunch hour. In September and March, approximately 60% of the open space would be in shadow during the lunch hour, and during late December, nearly the entire green space would be in shadow during the lunch hour.

It is anticipated that this alternative would create similar wind impacts, in terms of exceedances of the comfort criterion for pedestrian areas, than the proposed project. The inclusion of architectural features protecting the ground level open space from wind, would result in less wind impacts on seating areas than those described for the proposed project.

PREFERRED ALTERNATIVE

This alternative has not been rejected and is preferred by the project sponsor.

IX. DRAFT SEIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

State Office of Intergovernmental
Management
State Clearinghouse
1400 10th Street
Sacramento, CA 95814
Attn: Loreen McMahon

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Northwest Information Center
Calif. Archaeological Inventory
Dept. of Anthropology
Sonoma State University
Rohnert Park, CA 94928

California Department of Transportation
Transportation Planning
P.O. Box 7310
San Francisco, CA 94120
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California Department of Transportation
Public Transportation Branch
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Association of Bay Area Governments
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Larry Litchfield, Superintendent
Bureau of Bldg. Inspection
450 McAllister Street
San Francisco, CA 94102
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X. APPENDIX

AIR QUALITY

SAN FRANCISCO AIR POLLUTANT SUMMARY 1985-1987¹

<u>Pollutant</u>	<u>Federal Standard²</u>	<u>State Standard³</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
<u>Carbon Monoxide (CO)</u>					
1-hour average (ppm)	35	20			
Highest hourly average			10.0	9.0	9.0
No. of exceedances			0	0	0
8-hour average (ppm)	9	9			
Highest 8-hour average			15.0 ⁴	12.6 ⁴	10.0 ⁴
No. of exceedances			0	2	1
<u>Ozone (O₃)</u>					
1-hour average (ppm)	.12 ⁵	.10			
Highest hourly average			0.09	0.07	0.09
No. of exceedances			0	0	0
<u>Nitrogen Dioxide (NO₂)</u>					
1-hour average (ppm)	None	.25			
Highest hourly average			0.12	0.11	0.15
No. of exceedances			1	0	0
<u>Sulphur Dioxide (SO₂)</u>					
24-hour average (ppm)	.14	.05			
Highest 24-hour average			0.032	0.010	0.010
No. of exceedances			0	0	0
<u>Total Suspended Particulate (TSP)⁶</u>					
24-hour average (ug/m ³)	260	100			
Highest 24-hour average			158	124	136
No. of exceedances			5	5	3
Annual Geometric Mean (ug/m ³) ⁷	75	60			
Annual Geometric Mean			62	52	61
Annual Exceedances			Yes	No	Yes

APPENDIX TABLE Continued

<u>Pollutant</u>	<u>Federal Standard²</u>	<u>State Standard³</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
<u>Particulate Matter - 10 Micron</u>					
24-hour average	150	50			
Highest 24-hour average			--	--	65
No. of violations			--	--	4
<u>Lead</u>					
3-month average (mg/m ³)	1.5	None			
Highest 3-month average			0.7	0.3	0.2
No. of exceedances			0	0	0
1-month average (mg/m ³)	None	1.5	0	0	0
No. of exceedances	---	---	0	0	0

¹1985 - September 1986 data collected at 900 23rd Street. October 1986 - present data is a consolidation of measurements taken at 900 23rd Street and 10 Arkansas Avenue.

²Federal standard is not to be exceeded more than once per year. Annual average standards are not to be exceeded.

³State standards are not to be equaled or exceeded, except for CO standards, which are not to be exceeded.

⁴Special measurement station at Ellis St. for street level maximums, referred to as a microscale site.

⁵The federal standard is given in terms of Expected Annual Excesses which is based on a three-year running average.

⁶The California ARB has redefined the State particulate standard to apply to inhalable particulates only (i.e. those which have a diameter less than or equal to ten microns). The new standards are 50 ug/m³ for 24-hour averages and 30 ug/m³ for the annual geometric mean.

⁷The annual Geometric Mean is a single number which applies to an entire year of data. "No" indicates TSP concentrations did not exceed 60 (ug/m³).

Note: ppm = parts per million
 ug/mg³ = micrograms per cubic meter
 mg/m³ = milligrams per cubic meter

Source: California Air Resources Board, California Air Quality Data, Annual Summaries, 1985-1987.

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